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## NASA Dryden Flight Research Center

## "PSC Algorithm Description"

Table of Contents

---

## Navigating Around the Workshop:

[\[Workshop Home\]](#) [\[Session Agenda\]](#) [\[Submit Response / Read Responses\]](#)[HELP](#) is Available

---

## CONTENTS:

- [PSC Algorithm Description \(p. 1\)](#)
  - [Onboard Propulsion System Models \(p. 2\)](#)
  - [Engine Model Update Logic \(p. 3\)](#)
  - [Non-Linear Engine Model \(p. 4\)](#)
  - [Compact Nozzle Model \(p. 5\)](#)
  - [Compact Inlet Model \(p. 6\)](#)
  - [Integrated Propulsion Model \(p. 7\)](#)
  - [Linear Programming Optimization \(p. 8\)](#)
  - [Optimization Process Example for Maximum Thrust Mode \(p. 9\)](#)
  - [Optimization Region \(p. 10\)](#)
  - [Optimization Looping Procedure \(p. 11\)](#)
  - [Maximum Thrust Mode Global Optimization Example \(p. 12\)](#)
  - [Engine Control Interface \(p. 13\)](#)
- 

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### "PSC Algorithm Description", page 1

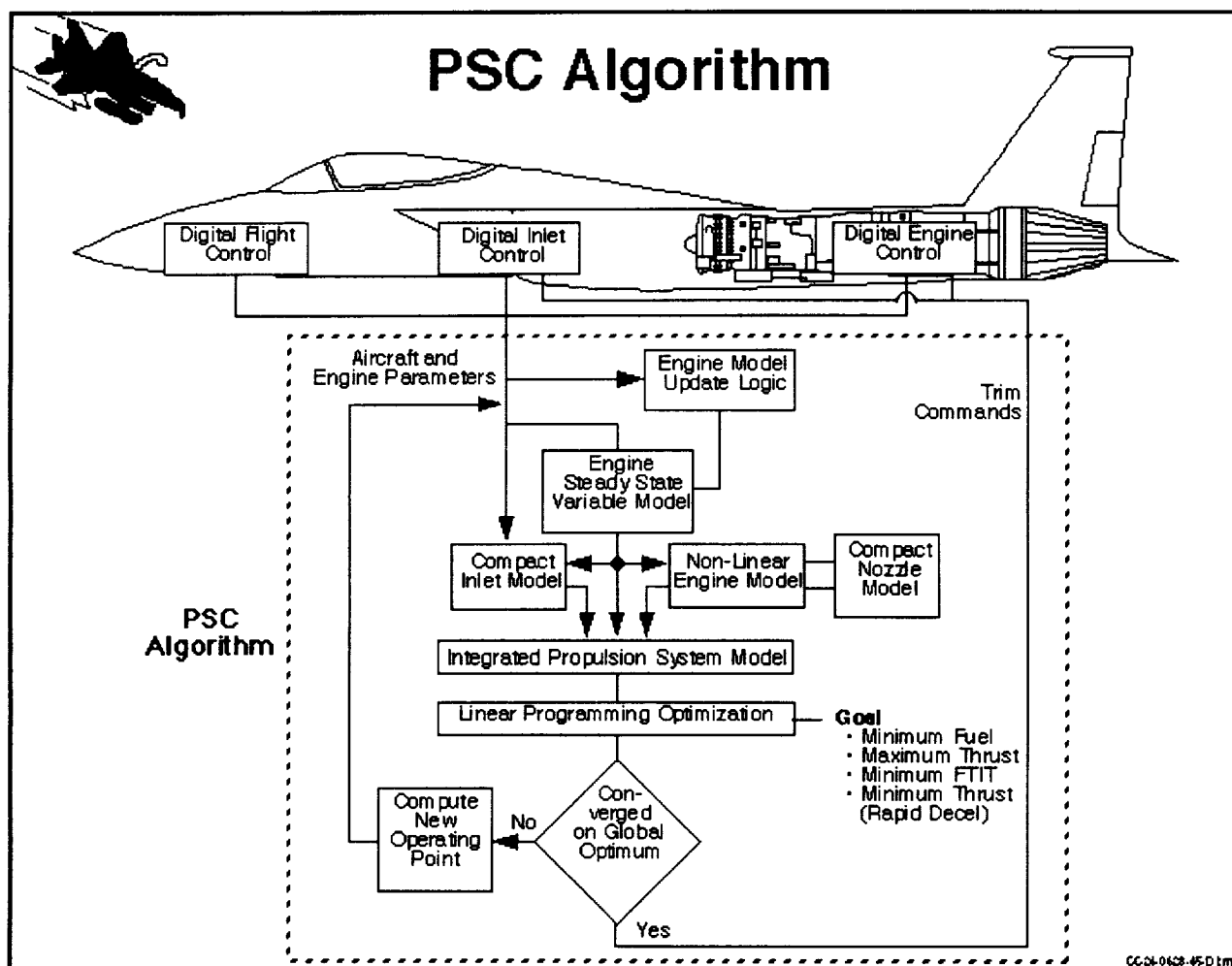
#### PSC Algorithm Description

Navigating Around the Workshop:

[\[Workshop Home\]](#) [\[Session Agenda\]](#)

Paper [\[Index / Next\]](#) [\[Submit Response / Read Responses\]](#)

[HELP](#) is Available



#### PSC ALGORITHM DESCRIPTION

In this section, an overview of the PSC algorithm and details of the important components of the algorithm are given. The onboard propulsion system models, the linear programming optimization and engine control interface are described.

The PSC algorithm receives inputs from various computers on the aircraft including the digital flight computer, digital engine control, and electronic inlet control.

The PSC algorithm contains compact models of the propulsion system including the inlet,

engine, and nozzle. The models compute propulsion system parameters, such as inlet drag and fan stall margin, which are not directly measurable in flight. The compact models also compute sensitivities of the propulsion system parameters to changes in control variables. The engine model consists of a linear steady state variable model (SSVM) and a non-linear model. The SSVM is updated with efficiency factors calculated in the engine model update logic, or Kalman Filter. The efficiency factors are used to adjust the SSVM to match the actual engine.

The propulsion system models are mathematically integrated to form an overall propulsion system model. The propulsion system model is then optimized using a linear programming optimization scheme. The goal of the optimization is determined from the selected PSC mode of operation. The resulting trims are used to compute a new operating point about which the optimization process is repeated. This process is continued until an overall (global) optimum is reached before applying the trims to the controllers.

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Paper [[Index](#) / [Next](#) ] [[Submit Response](#) / [Read Responses](#)]

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### "PSC Algorithm Description", page 2

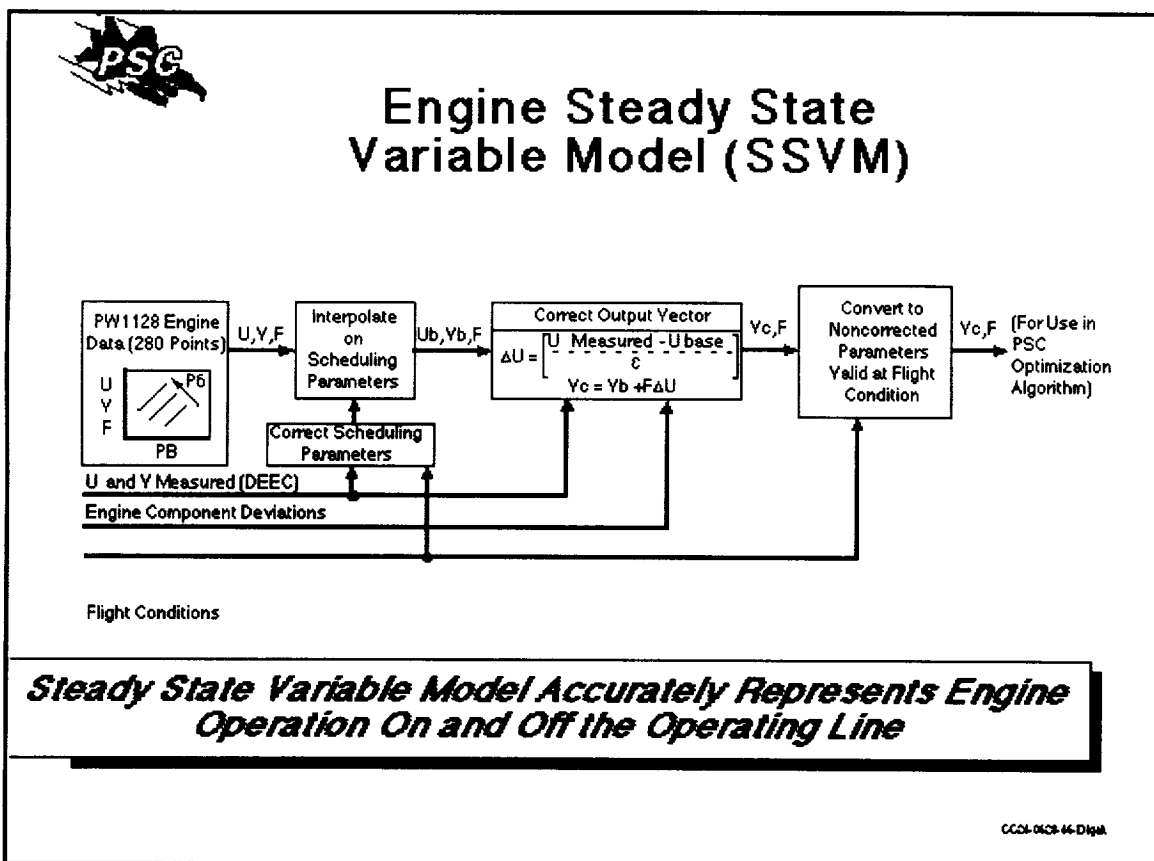
#### Onboard Propulsion System Models

Navigating Around the Workshop:

[\[Workshop Home\]](#) [\[Session Agenda\]](#)

Paper [\[Index / Prev / Next\]](#) [\[Submit Response / Read Responses\]](#)

[HELP](#) is Available



#### ONBOARD PROPULSION SYSTEM MODELS

The onboard propulsion system models are the engine, nozzle and inlet models. The engine model consists of the Steady State Variable Model (SSVM), engine model update logic and non-linear engine model. The propulsion models are integrated together to form the Integrated Propulsion System Model.

The SSVM represents engine operation on and off the nominal operating line throughout the entire F-15 flight envelope. Characterizing engine operation off the nominal operating line is essential, since the PSC commands will generally move the engine operating point off the baseline schedules.

The foundation of the SSVM is a set of linear point models located on and off the operating line for a reference flight condition. Full envelope capability is achieved by modeling the engine in terms of corrected parameters. Each point model consists of a

basepoint control vector ( $U_b$ ), a basepoint output vector ( $Y_b$ ), and a sensitivity coefficient matrix ( $F$ ), which relates changes in control positions to changes in outputs. The point models are scheduled with sensed engine parameters. By interpolating between the models with the scheduling parameters, a single point model ( $U_b$ ,  $Y_b$ , and  $F$ ) to be used for optimization is formed. The output vector is adjusted for control deviations (the difference between the actual control positions and the model basepoint values) and engine component deviations, as identified by the Kalman Filter in the update logic. The output vector and  $F$  matrix are then shifted from their corrected values to the current flight condition for the optimization procedure.

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Paper [[Index](#) / [Prev](#) / [Next](#) ] [[Submit Response](#) / [Read Responses](#)]

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possible. However, off-nominal performance can be isolated to a particular spool. Changes to the fan and low turbine efficiencies are combined into a low spool adder, while those of the compressor and high turbine are lumped into the high spool adder. This technique has been found to work well within the PSC system and can also be adapted for use in engine monitoring and fault detection.

The component deviation estimates are augmented to the SSVM control vector to improve the accuracy of the compact engine model (CEM) output calculations. Extensive evaluations of the Kalman Filter/CEM tandem have been conducted with nonlinear simulations. Hundreds of flight conditions spanning the F-15 subsonic flight envelope have been analyzed, with several levels of engine deterioration simulated. Results show that, with the engine model update logic, the CEM accuracy in computing steady outputs satisfies the + 2% design goal at nearly all conditions, when compared to a nonlinear aero/thermodynamic engine model (truth model).

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Paper [[Index](#) / [Prev](#) / [Next](#) ] [[Submit Response](#) / [Read Responses](#)]

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## NASA Dryden Flight Research Center

### "PSC Algorithm Description", page 4

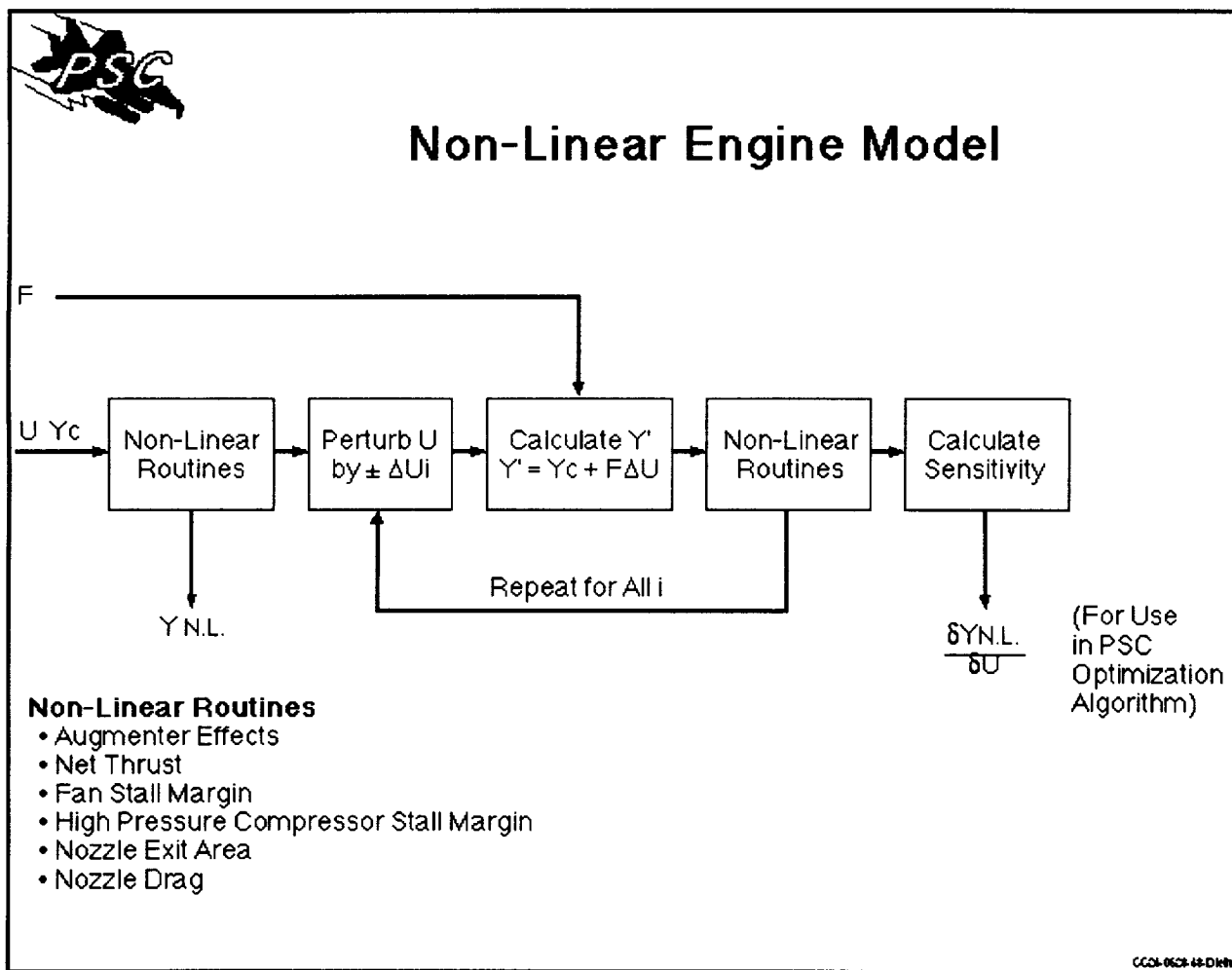
#### Non-Linear Engine Model

Navigating Around the Workshop:

[[Workshop Home](#)] [[Session Agenda](#)]

Paper [[Index](#) / [Prev](#) / [Next](#) ] [[Submit Response](#) / [Read Responses](#)]

[HELP](#) is Available



#### NON-LINEAR ENGINE MODEL

The nonlinear engine model contains those engine effects which cannot be accurately approximated with linear relationships, such as, augmentor operation. This model calculates both the nonlinear parameters and the linear sensitivities of these parameters to changes in controls. The nonlinear parameters are calculated using the measured control settings,  $U_m$ , and the SSVM output vector,  $Y_c$ . The sensitivities are determined by mathematically perturbing the elements of the control vector and calculating the resulting changes in the nonlinear parameters.



## NASA Dryden Flight Research Center

### "PSC Algorithm Description", page 5

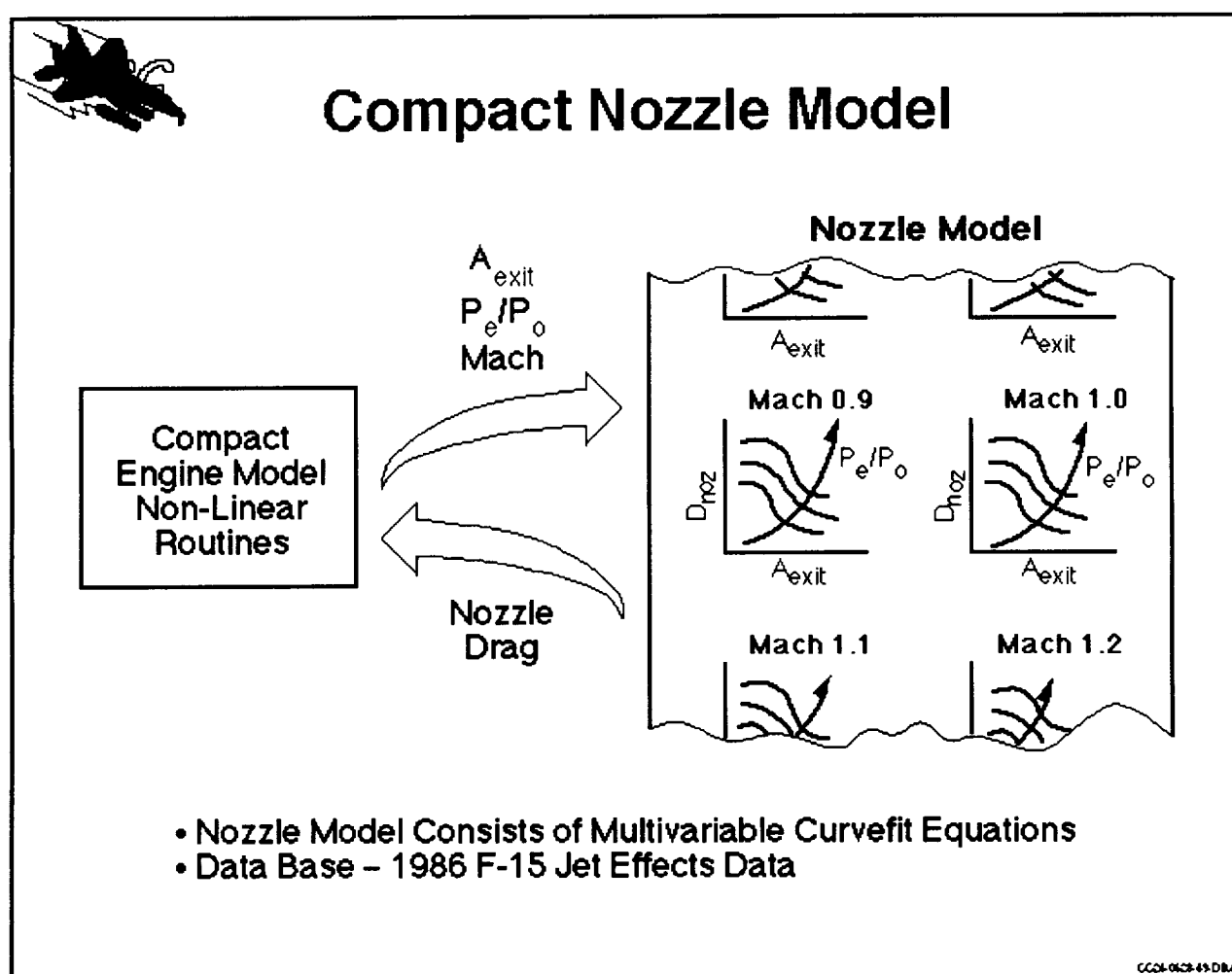
#### Compact Nozzle Model

Navigating Around the Workshop:

[\[Workshop Home\]](#) [\[Session Agenda\]](#)

Paper [\[Index / Prev / Next\]](#) [\[Submit Response / Read Responses\]](#)

[HELP](#) is Available



#### COMPACT NOZZLE MODEL

The PSC nozzle model computes the incremental F-15 aft end drag due to the engine exhaust plume and the external nozzle aerodynamics. The compact nozzle model was designed by curve-fitting wind tunnel jet effects data. The model consists of multivariable equations, each corresponding to a specific freestream Mach number. Each equation expresses nozzle drag as a function of external nozzle exit area and the ratio of exit static pressure to ambient pressure.

The F-15 does not have an actuator for independently controlling the nozzle exit area.

Instead, the exit area is mechanically linked to the nozzle throat area and floats within the bounds provided by the linkage, based on internal and external pressures. Therefore, at a given flight condition, nozzle drag is a function of only the engine control variables, which determine both the exit area and exit static pressure. To optimize overall aircraft performance, it is important to know how nozzle drag changes as the engine controls are varied. The compact nozzle model supplies the PSC optimization with these sensitivities through an on-line linearization procedure similar to that carried out in the nonlinear portion of the compact engine model.

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Paper [[Index](#) / [Prev](#) / [Next](#) ] [[Submit Response](#) / [Read Responses](#)]

---

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### "PSC Algorithm Description", page 6

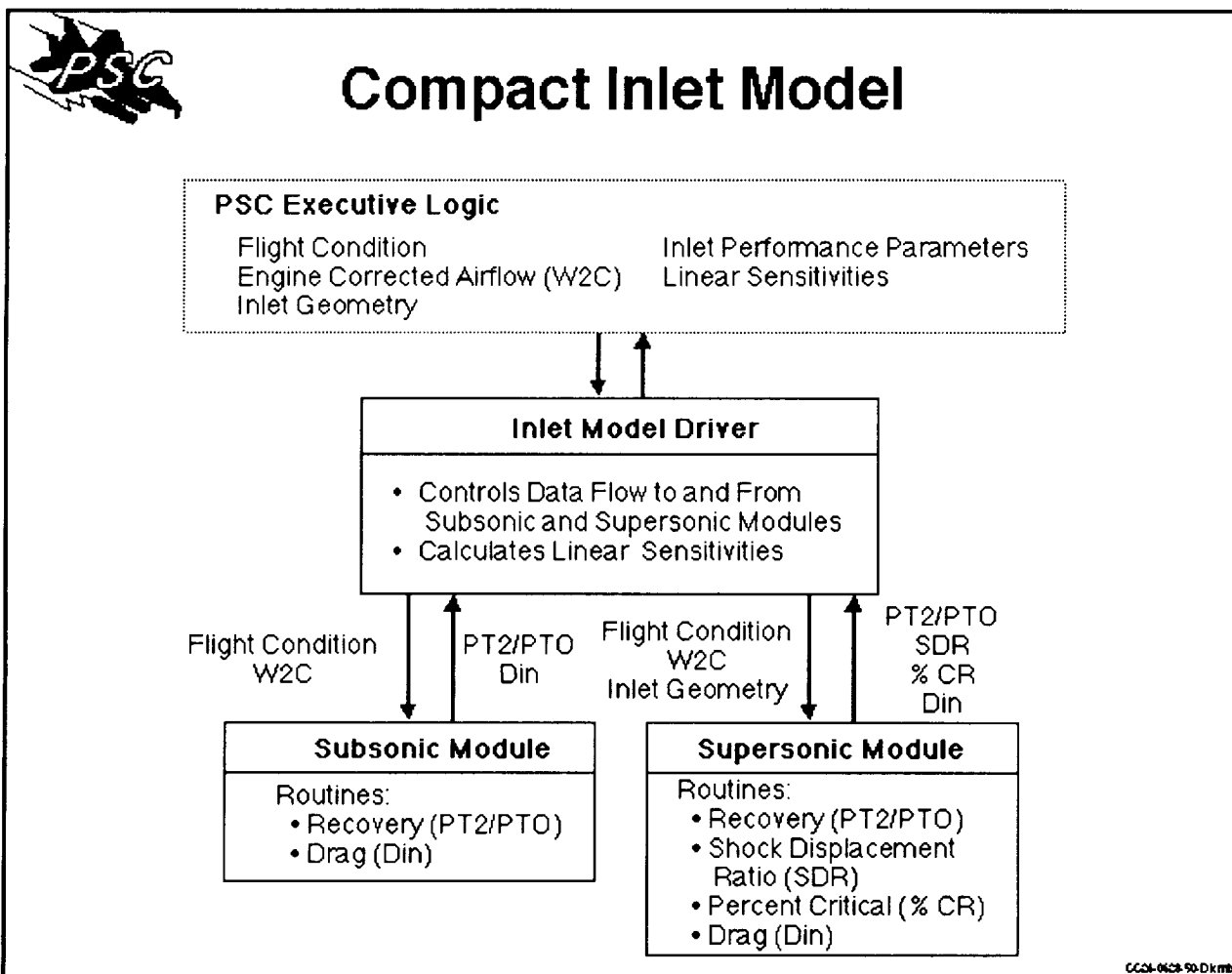
#### Compact Inlet Model

Navigating Around the Workshop:

[\[Workshop Home\]](#) [\[Session Agenda\]](#)

Paper [\[Index / Prev / Next\]](#) [\[Submit Response / Read Responses\]](#)

[HELP](#) is Available



#### COMPACT INLET MODEL

The compact inlet model calculates inlet performance and sensitivities for the variable three-ramp F-15 inlet. In subsonic operation, inlet performance is calculated in terms of total pressure recovery and inlet drag. In supersonic operation, inlet performance is also calculated in terms of shock displacement ratio and percent critical mass flow. In addition to performance levels, the inlet model also calculates the sensitivity of the performance parameters to changes in the inlet input variables. For PSC, the inlet variables are cowl angle, third ramp angle, and engine corrected airflow. The PSC system will not adjust the bypass door position since it is positioned closed for best performance, as is already

done. The inlet controller only opens the bypass door at the onset of inlet flow instabilities.

Subsonically, PSC will not alter the inlet ramp positions. Analysis has shown that the best subsonic inlet performance is obtained with the inlet scheduled wide open, as is currently done. However, the influence of engine corrected airflow on inlet performance must be computed to account for the coupling between the inlet and engine. Therefore, the subsonic portion of the compact inlet model consists of curve-fit equations to calculate total pressure recovery and inlet drag as a function of engine corrected airflow. The curve-fits were generated from McDonnell's best analytical/empirical representation of the F-15 inlet. The inlet sensitivities are calculated by mathematically perturbing the input variables, using a technique similar to that described for the nonlinear engine model.

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Paper [[Index](#) / [Prev](#) / [Next](#) ] [[Submit Response](#) / [Read Responses](#)]

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Navigating Around the Workshop:

[\[Workshop Home\]](#) [\[Session Agenda\]](#)

Paper [\[Index / Prev / Next\]](#) [\[Submit Response / Read Responses\]](#)

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## Integrated Propulsion System Model

### Compact Model Outputs

<u>Engine/Nozzle</u>	<u>Inlet</u>	<u>Cross-Coupling Term</u>
$\frac{\partial Y_{ENG}}{\partial U_{ENG}} = \left[ \begin{array}{c} F \\ \frac{\partial Y_{N.L.}}{\partial U_E} \end{array} \right]_{i \times j}$	$\frac{\partial Y_{INL}}{\partial U_{INL}} = \left[ \begin{array}{cc} \frac{\partial PT2}{\partial W2C} & \frac{\partial PT2}{\partial P} \\ \vdots & \vdots \\ \vdots & \vdots \end{array} \right]_{k \times l}$	$\Phi = \frac{1}{1 - \left( \frac{\partial W2C}{\partial PT2} \right)_{ENG} * \left( \frac{\partial PT2}{\partial W2C} \right)_{INL}}$

### Combined Propulsion System Model

$$\begin{bmatrix} \Delta Y_{ENG} \\ \Delta Y_{INL} \end{bmatrix} = \underbrace{\begin{bmatrix} \left( \frac{\partial Y_i}{\partial U_j} \right)_{ENG} + \Phi * \left( \frac{\partial Y_i}{\partial PT2} \right)_{ENG} * \left( \frac{\partial PT2}{\partial W2C} \right)_{INL} * \left( \frac{\partial W2C}{\partial U_j} \right)_{ENG} & \Phi * \left( \frac{\partial Y_i}{\partial PT2} \right)_{ENG} * \left( \frac{\partial PT2}{\partial U_j} \right)_{INL} \\ \Phi * \left( \frac{\partial Y_k}{\partial W2C} \right)_{INL} * \left( \frac{\partial W2C}{\partial U_j} \right)_{ENG} & \Phi * \left( \frac{\partial Y_k}{\partial W2C} \right)_{INL} * \left( \frac{\partial W2C}{\partial PT2} \right)_{ENG} * \left( \frac{\partial PT2}{\partial U_j} \right)_{INL} + \left( \frac{\partial Y_k}{\partial U_j} \right)_{INL} \end{bmatrix}}_{\text{Propulsion System Matrix}} \begin{bmatrix} \Delta U_{ENG} \\ \Delta U_{INL} \end{bmatrix}$$

***Propulsion System Matrix  
Formed From Compact Model Outputs***

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#### INTEGRATED PROPULSION MODEL

The compact models produce outputs and the sensitivity of those outputs to control changes. The sensitivities from the compact models are then combined to form an overall propulsion system model. The primary goal in this step is to account for the coupling between engine corrected airflow (W2C) and total pressure at the engine face (PT2). Total pressure losses occur in the inlet duct due to diffuser geometry changes and surface friction. The amount of total pressure loss increases with increasing W2C. In the compact engine model, PT2 is modeled as an independent input, which does not vary with engine outputs, such as W2C. To account for this coupling, the engine and inlet sensitivities are mathematically combined to form an overall propulsion system matrix. This matrix relates changes to engine and inlet controls to changes in the propulsion system outputs. Included are relationships, such as the sensitivity of inlet drag to changes in CIVV position, that can only be determined from an integrated model.

## NASA Dryden Flight Research Center

"PSC Algorithm Description", page 8

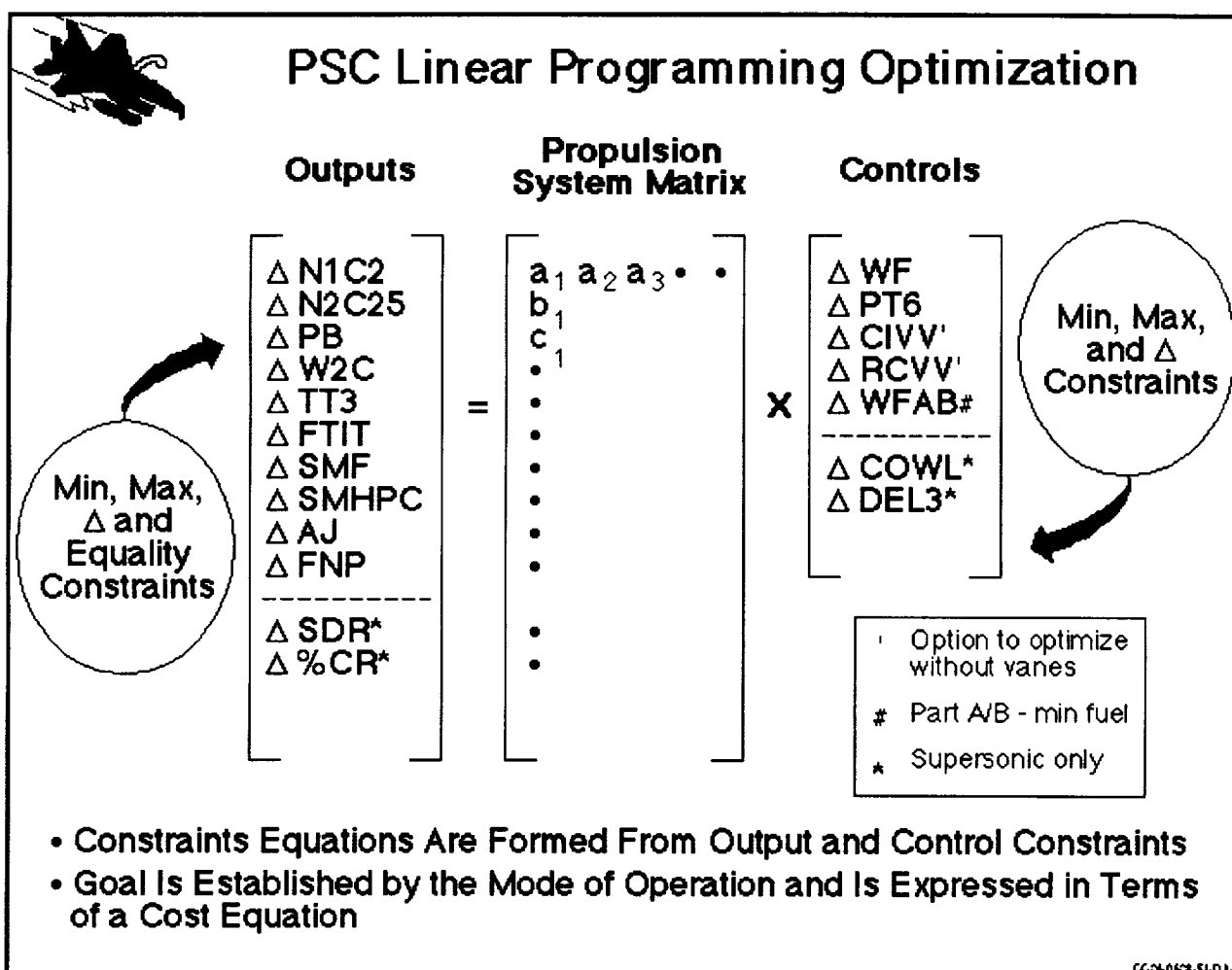
### Linear Programming Optimization

Navigating Around the Workshop:

[\[Workshop Home\]](#) [\[Session Agenda\]](#)

Paper [\[Index / Prev / Next\]](#) [\[Submit Response / Read Responses\]](#)

[HELP](#) is Available



#### LINEAR PROGRAMMING OPTIMIZATION

A linear programming optimization is performed to determine optimal propulsion system control settings.

Determining the global optimum at each operating point requires solving a constrained nonlinear programming problem. The PSC approach to solving this problem is to perform a series of linear programming (LP) optimizations. For each optimization, a linear representation of the propulsion system about the specific operating point is provided by the propulsion system matrix. Maximum allowable control input changes are computed to

prevent violation of model linearity assumptions. Constraints for each model output are also computed to prevent violation of physical operating limits.

An LP problem is set up and solved, using the Simplex method, to obtain the local optimum under these constraints.

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Paper [[Index](#) / [Prev](#) / [Next](#) ] [[Submit Response](#) / [Read Responses](#)]

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### "PSC Algorithm Description", page 9

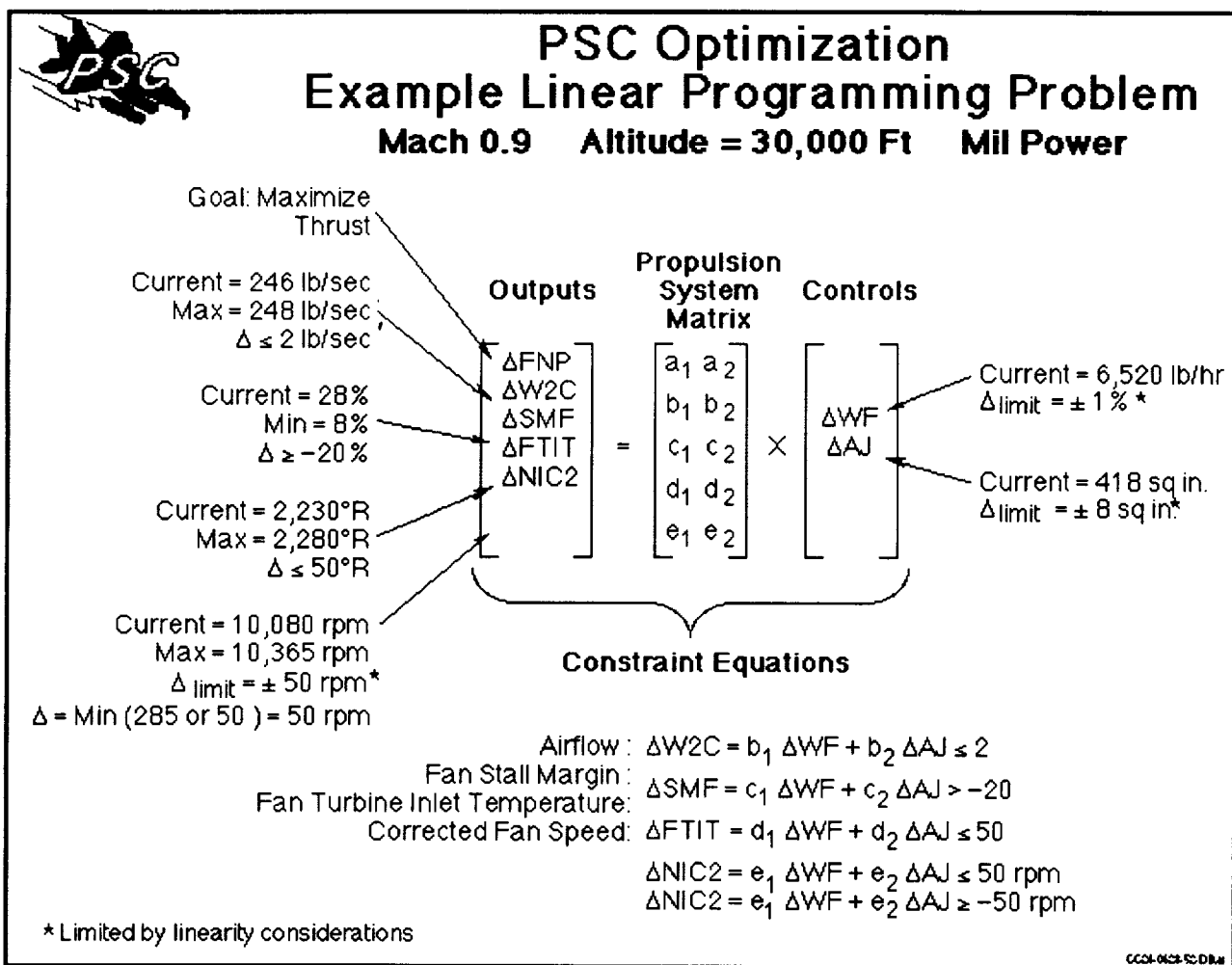
#### Optimization Process Example for Maximum Thrust Mode

Navigating Around the Workshop:

[\[Workshop Home\]](#) [\[Session Agenda\]](#)

Paper [\[Index / Prev / Next\]](#) [\[Submit Response / Read Responses\]](#)

[HELP](#) is Available



#### OPTIMIZATION PROCESS EXAMPLE FOR MAXIMUM THRUST MODE

An example of the PSC optimization process is shown for the maximum thrust mode. To simplify the explanation, the PSC optimization is presented for a two dimensional problem (two control variables). In the LP optimization, constraint equations are constructed. Output variable limits are based on physical operating limits in the engine and control variable limits are based on model linearity considerations.

Paper [\[Index / Prev / Next\]](#) [\[Submit Response / Read Responses\]](#)



## NASA Dryden Flight Research Center

### "PSC Algorithm Description", page 10

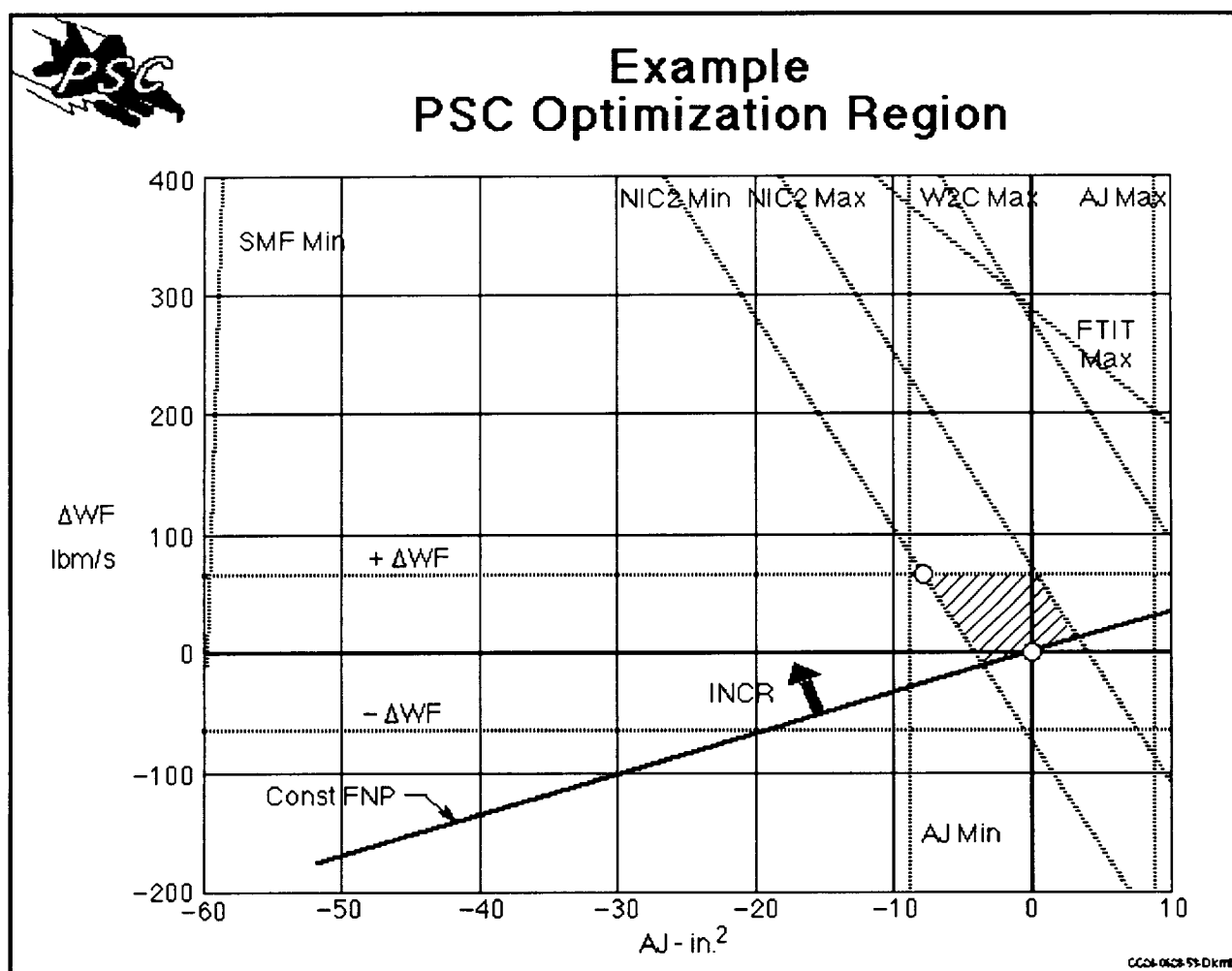
#### Optimization Region

Navigating Around the Workshop:

[\[Workshop Home\]](#) [\[Session Agenda\]](#)

Paper [\[Index / Prev / Next\]](#) [\[Submit Response / Read Responses\]](#)

[HELP](#) is Available



#### OPTIMIZATION REGION

The PSC optimization region is illustrated for the example problem. The local optimum for this two dimensional problem is at the intersection of two constraints: the maximum fuel flow (WF) and the minimum fan speed (NIC2).

Paper [\[Index / Prev / Next\]](#) [\[Submit Response / Read Responses\]](#)

## NASA Dryden Flight Research Center

"PSC Algorithm Description", page 11

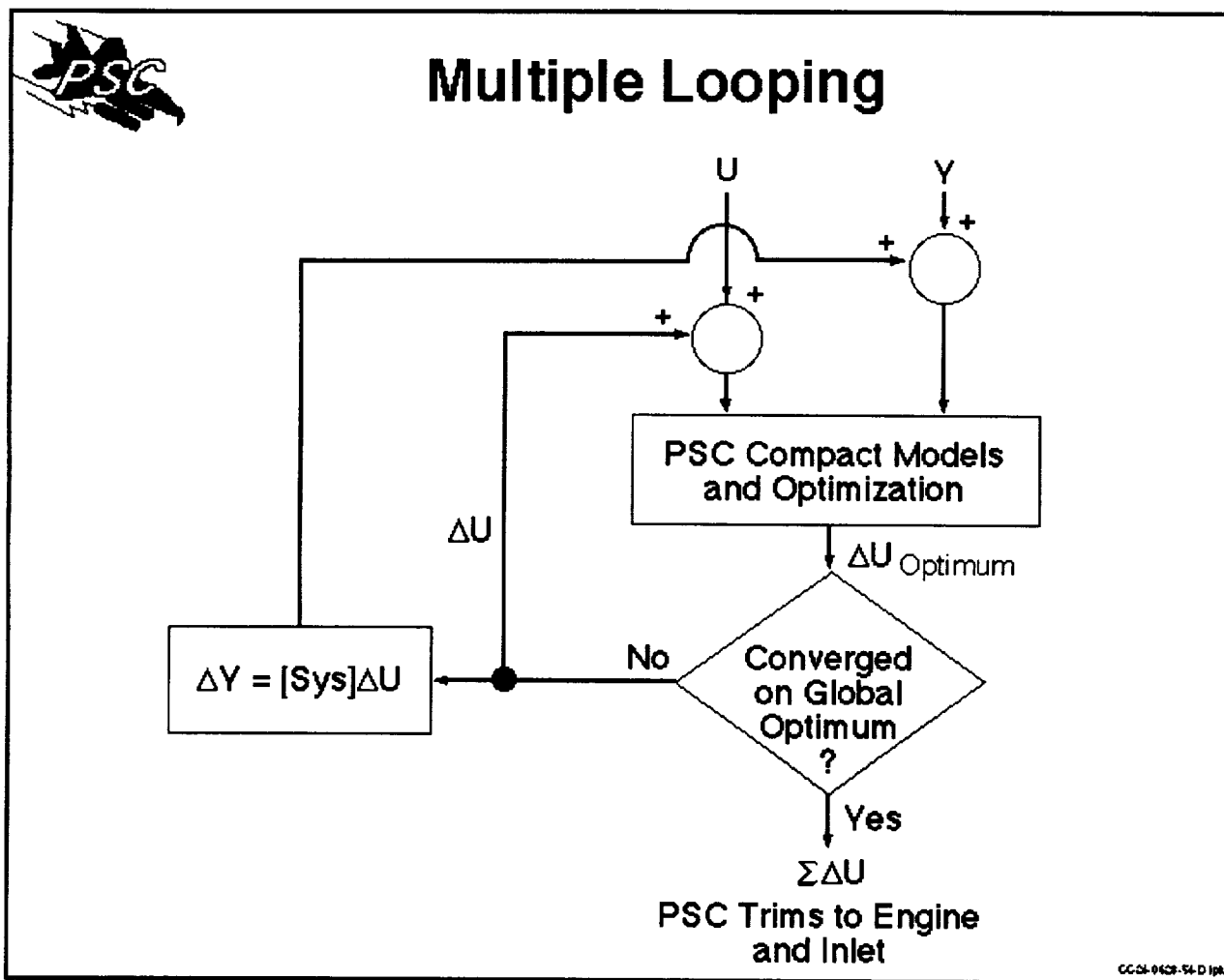
### Optimization Looping Procedure

Navigating Around the Workshop:

[\[Workshop Home\]](#) [\[Session Agenda\]](#)

Paper [\[Index / Prev / Next\]](#) [\[Submit Response / Read Responses\]](#)

[HELP](#) is Available



#### OPTIMIZATION LOOPING PROCEDURE

The control changes resulting from the LP optimization are used to compute a new system operating point, about which the models are again linearized. The above procedure is repeated until a sequence of control variable changes is generated, which converges to the global optimum solution. The number of loops is fixed. For subsonic operation 6 local optimizations are performed and for supersonic operation 3 local optimizations are performed.

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### "PSC Algorithm Description", page 12

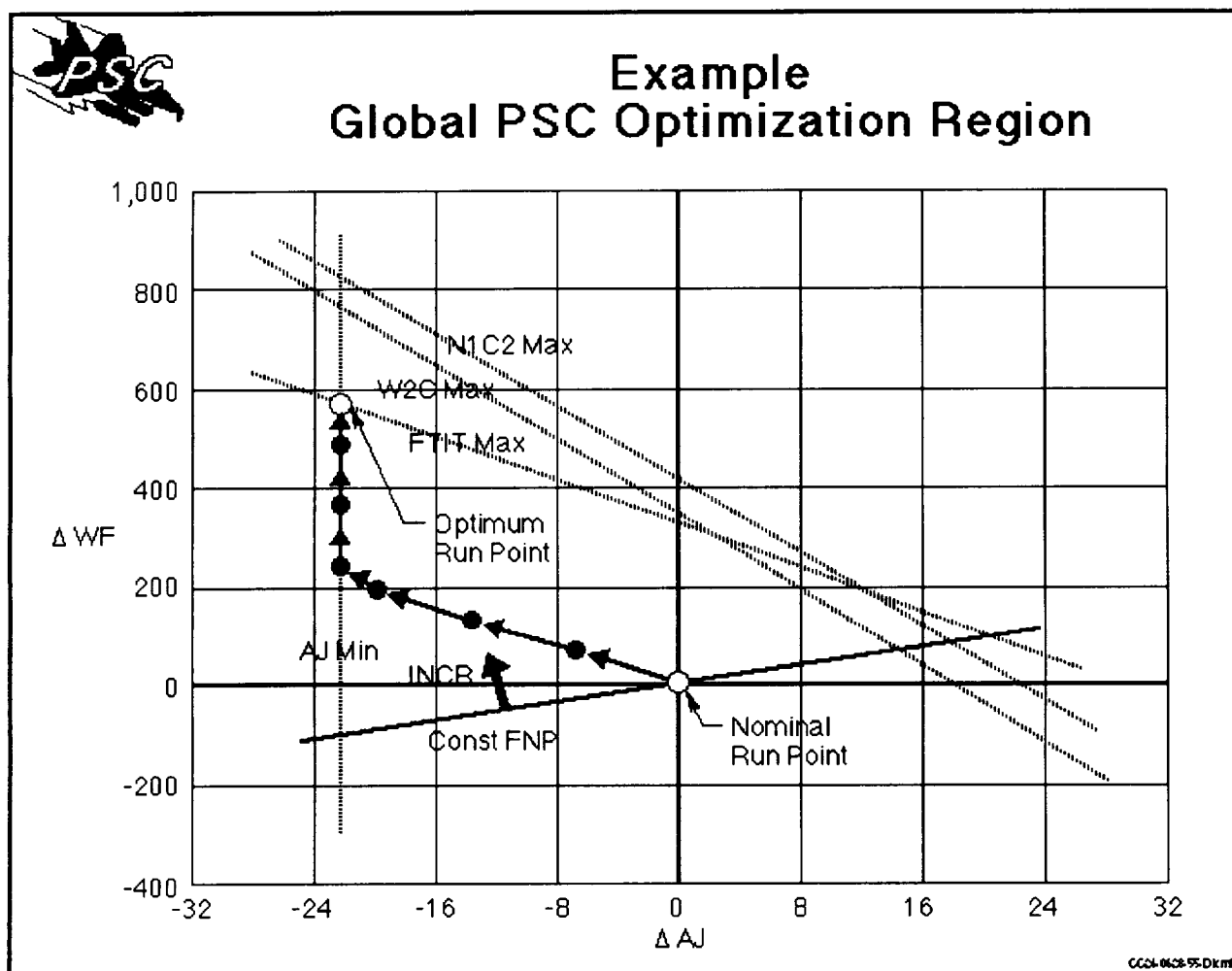
#### Maximum Thrust Mode Global Optimization Example

Navigating Around the Workshop:

[\[Workshop Home\]](#) [\[Session Agenda\]](#)

Paper [\[Index / Prev / Next\]](#) [\[Submit Response / Read Responses\]](#)

[HELP](#) is Available



#### MAXIMUM THRUST MODE GLOBAL OPTIMIZATION

This example illustrates a Maximum Thrust Mode global optimization. As in the local optimization example, the PSC optimization is reduced to a two dimensional problem (two control variables) to simplify the illustration. The global optimum for this case is at the intersection of two constraints: the minimum nozzle throat area (AJ) and the maximum FTIT.

Paper [\[Index / Prev / Next\]](#) [\[Submit Response / Read Responses\]](#)

## NASA Dryden Flight Research Center

"PSC Algorithm Description", page 13

### Engine Control Interface

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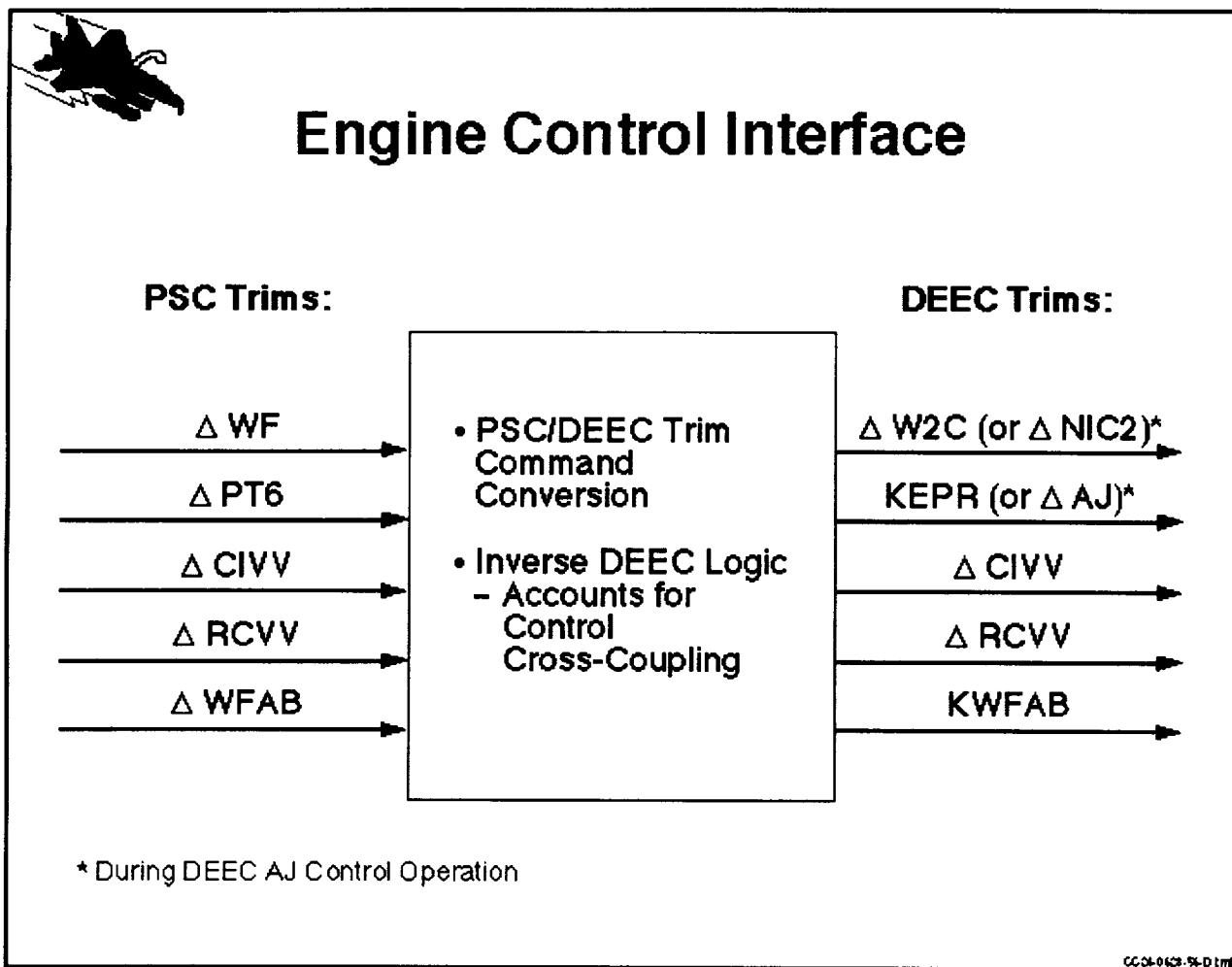
Navigating Around the Workshop:

[\[Workshop Home\]](#) [\[Session Agenda\]](#)

Paper [\[Index / Prev\]](#) [\[Submit Response / Read Responses\]](#)

[HELP](#) is Available

---



#### ENGINE CONTROL INTERFACE

The purpose of the engine control interface, or inverse DEEC, is to convert the trims calculated in the PSC optimization to trims that can be applied to the DEEC. For example, the PSC optimization determines a fuel flow (WF) trim which must be converted to either an airflow (W2C) or a fan speed (NIC2) trim so that it can be applied to the DEEC. The engine control interface also accounts for control cross-coupling.

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Paper [\[Index / Prev\]](#) [\[Submit Response / Read Responses\]](#)